



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

TRANSPORTATION
LIBRARY

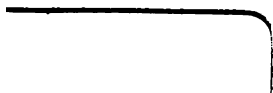
TJ
625
.A55

1907-08

A

749,703

DUPL



TRANSPORTATION
LIBRARY

TJ

625

.A55

907/08

AMERICAN LOCOMOTIVE COMPANY



**Report for the
Fiscal Year Ending
June 30, 1908**

—

—

TRANSPORTATION

LIBRARY

TJ

625

.A55

907/08

AMERICAN LOCOMOTIVE COMPANY



**Report for the
Fiscal Year Ending
June 30, 1908**

UNIVERSITY OF MICHIGAN LIBRARIES

SEVENTH ANNUAL REPORT

**AMERICAN
LOCOMOTIVE
COMPANY**

JUNE 30, 1908



Transportation
Library

TJ

U25

.A55

1907/08

J. C. & W. E. Powers Press
65-67 Duane Street
New York

Directors

WILLIAM M. BARNUM	New York
JOSEPH BRYAN	Richmond, Virginia
CHARLES A. COFFIN	New York
PLINY FISK	New York
JULIUS E. FRENCH	New York
JOHN W. GRIGGS	Paterson, New Jersey
ROBERT J. GROSS	New York
CHARLES MILLER	Franklin, Pennsylvania
WALDO H. MARSHALL	New York
GEORGE R. SHELDON	New York
FREDERICK H. STEVENS	Buffalo, New York

Officers

WALDO H. MARSHALL	<i>President</i>
ROBERT J. GROSS	<i>Vice-President</i>
LEIGH BEST	<i>Vice-President</i>
HERMAN F. BALL	<i>Vice-President</i>
DAVID VAN ALSTYNE	<i>Vice-President</i>
SAMUEL T. CALLAWAY	<i>Secretary</i>
CHARLES B. DENNY	<i>Treasurer</i>
CHARLES E. PATTERSON	<i>Comptroller</i>

General Counsel

SIMPSON, THACHER and BARTLETT
New York

General Offices of the Company

30 Church Street, New York

Transfer Agents

Harvey Fisk & Sons, 62 Cedar Street, New York

Registrar of Stock

The Standard Trust Company of New York
25 Broad Street

Location of Plants

Schenectady Works	Schenectady, New York
Brooks Works	Dunkirk, New York
Pittsburgh Works	Pittsburgh, Pennsylvania
Richmond Works	Richmond, Virginia
Rogers Works	Paterson, New Jersey
Cooke Works	Paterson, New Jersey
Rhode Island Works	Providence, Rhode Island
Dickson Works	Scranton, Pennsylvania
Manchester Works	Manchester, New Hampshire
Montreal Works	Montreal, Canada

Summary of Operations

Of the fiscal year ended June 30, 1908, as compared with those of the twelve months ended June 30, 1907

	<u>1907-8</u>	<u>1906-7</u>	<u>Increases</u>
Gross earnings	\$37,484,417.39	\$49,515,486.33	*\$12,031,068.94
Manufacturing, maintenance and administrative expenses	32,497,627.32	42,744,381.30	* 10,246,753.98
Net earnings	4,986,790.07	6,771,105.03	* 1,784,314.96
Interest, etc., on bonds of constituent companies, coupon notes, etc.	460,042.02	412,898.10	47,143.92
Profit	4,526,748.05	6,358,206.93	* 1,831,458.88
Dividend on preferred stock at 7 per cent	1,750,000.00	1,750,000.00	
Dividend on common stock at 5 per cent	1,250,000.00	1,250,000.00	
Surplus	1,526,748.05	3,358,206.93	* 1,831,458.88
Extraordinary additions and betterment fund		2,000,000.00	* 2,000,000.00
Reserve for replacements and maintenance	500,000.00		500,000.00
Net credit to profit and loss	1,026,748.05	1,358,206.93	* 331,458.88

* Decreases

AMERICAN LOCOMOTIVE COMPANY

To the Stockholders:

The Board of Directors submits its seventh annual report of the operations of the company for the fiscal year ending June 30, 1908. The financial summary will be found on the opposite page.

The last eight months of the fiscal year were months of acute financial and business depression. The company was fortunate, however, in having on its books orders for a large number of locomotives which kept its plants in operation at nearly their full capacity until about March 1st. Since that date the output of the company has been largely reduced, and the return of a normal demand for its products does not now seem probable in time to avoid a material decrease in the financial results for the ensuing year.

During the year the foreign business of the company has increased, a large number of locomotives having been exported to Japan, Corea, China, Europe and South America. The development of business in Canada has also been satisfactory.

At the close of the year the materials and supplies were inventoried and the difference between the purchase price and the market value was charged to general expenses.

In the last annual report mention was made of the issue of \$5,000,000 of short term gold coupon notes. The first installment of these coupon notes was paid on October 1, 1907, and the second installment of \$1,000,000 will be paid October 1, 1908. The cash for that purpose has been set aside.

Since the last annual report the 9,000 shares of preferred stock in the company's treasury have been sold, yielding \$899,332.50 net.

For simplification five of the subsidiary companies have been consolidated with the controlling company during the year. These are:

The Richmond Locomotive Works.

The Manchester Locomotive Works.

The Rogers Locomotive Works.

The American Locomotive Company of New Jersey,
(Cooke Works).

The American Locomotive Automobile Company.

The American Locomotive Company has taken over all of the property and assets of these corporations and assumed their obligations. In the absorption of their accounts certain adjustments of balances were desirable, involving a total charge of \$521,115.99 to "Profit and Loss."

The Locomotive and Machine Company of Montreal, Limited, will continue to operate the plant in Canada, but its name has been changed to "The Montreal Locomotive Works, Limited." During the past three years the American Locomotive Company has made advances to the Montreal Company with which the latter has extended and completed its plant. In payment for these advances the Montreal Company has issued to the American Locomotive Company additional capital stock, at par, to the amount of \$2,485,500, making \$3,000,000 capital stock outstanding, all of which is owned by the American Locomotive Company.

The balance sheet includes a charge of \$1,392,615.33, representing equipment trust notes discounted by this company in advance of maturity, and, as there is a possible obligation, in the event of any default in payment, a like amount is also shown as a contingent liability. These notes represent the balance of the purchase price of locomotives sold by the company, upon which substantial cash payments were made at the time of purchase. The notes are secured by a lien upon the locomotives and the security is ample. Since the formation of the company it has lost nothing upon equipment notes.

It has seemed wise to the management to close permanently the locomotive works at Providence, a more than corresponding increase in the capacity of the modern plants having been made. The automobile plant is still maintained and operated at Providence.

During the past seven years the company's property has been increased by purchases of land, erection of new buildings and the installation of modern shop equipment, at a cost of \$9,488,632.95.

The working capital of the company at the end of the fiscal year was \$13,125,988.23, which is more than twice the amount at its formation in 1901.

On June 25, 1908, Mr. John W. Griggs was elected a Director of the company to fill the vacancy caused by the resignation of Mr. Sylvanus L. Schoonmaker.

On November 6, 1907, Mr. Samuel T. Callaway was elected Secretary of the company.

For the Directors,

W. H. MARSHALL, President.

August 1, 1908.

***Condensed General Balance Sheet**

June 30, 1908

<i>Cost of property</i>	\$49,583,388.10
-------------------------	------------------------

Securities owned

Richmond Locomotive and Machine Works Consolidated Mortgage gold bonds	118,000.00
Sundry securities	1,098,420.20
	<hr/>
	\$ 1,216,420.20
	<hr/>

Convertible assets

Cash	\$ 4,744,927.98
Accounts collectible	5,979,888.52
Bills receivable	2,948,611.63
Accrued interest	25,520.28
Material and supplies	3,017,055.94
Contract work in course of construction	2,204,085.12
Steam shovels, contractors' locomotives and automobiles manufactured for stock	369,505.73
	<hr/>
	\$19,289,595.20
	<hr/>

<i>Notes discounted (per contra)</i>	\$1,392,615.33
--------------------------------------	-----------------------

	<hr/>
	\$71,482,018.83
	<hr/>

*Prepared solely for the purpose of information, to show the combined assets and liabilities of the American Locomotive Company and the Montreal Locomotive Works, Ltd.

Condensed General Balance Sheet

June 30, 1908

Capital stock

Preferred	\$25,000,000.00
Common	25,000,000.00
	<u>\$50,000,000.00</u>

Bonded debt of constituent companies

(For details see pages 13 and 14)

Richmond Locomotive Works	\$ 550,000.00
Dickson Manufacturing Company	562,500.00
Rogers Locomotive Works	355,000.00
Montreal Locomotive Works	1,500,000.00
	<u>\$ 2,967,500.00</u>

Current liabilities

Gold coupon notes	\$ 4,000,000.00
Accounts payable	1,318,111.14
Accrued interest	85,895.83
Unclaimed interest	9,600.00
Dividend on preferred stock payable July 21, 1908	437,500.00
Dividend on common stock payable August 26, 1908	312,500.00
	<u>\$ 6,163,606.97</u>

Extraordinary additions and betterment fund \$ 1,989,084.67

Reserve for replacements and maintenance 500,000.00

Endorsements (per contra) 1,392,615.33

Profit and loss

Balance June 30, 1907 \$7,963,579.80

Less sundry adjustments
of balances in consoli-
dating of five subsidiary
companies

521,115.99

\$7,442,463.81

Add surplus as shown in
summary of operations
page 6

1,026,748.05 8,469,211.86

\$71,482,018.83

Capitalization

Capital stock authorized and outstanding

Preferred : 250,000 shares @ \$100 each	-	\$25,000,000
Common : 250,000 shares @ \$100 each	-	25,000,000
		<hr/>
Total, par value	-	\$50,000,000

Bonded debt

The American Locomotive Company has no funded debt, and under the terms of the articles of incorporation, is prohibited from mortgaging its property, except by purchase money mortgage, without the assent of the holders of two-thirds in value of the preferred stock.

All of the property controlled by this company is unincumbered, excepting in four instances, which are described in the following pages :

On the Richmond Works :

* Richmond Locomotive and Machine Works Consolidated mortgage gold bonds. Issued April 1, 1889; will mature April 1, 1929. Interest, six per cent., payable April 1 and October 1, at 30 Church St., New York. - \$550,000

On the Dickson Works :

Dickson Manufacturing Company first mortgage bonds. Issued November 1, 1897; will mature November 1, 1927. Interest at five per cent., payable May 1 and November 1, at 30 Church St., New York. Original amount outstanding, \$1,000,000; retired previous to the assumption of the debt by the American Locomotive Company, \$437,500; balance outstanding - - 562,500

* Richmond Locomotive and Machine Works Consolidated mortgage gold bonds of the par value of \$118,000 are owned by the American Locomotive Company and held in its treasury among other assets.

On the Rogers Works :

Rogers Locomotive Works first mortgage five per cent. gold bonds. Issued May 14, 1901; will mature May 14, 1921. Interest payable May 14 and November 14, at 30 Church St., New York. Original amount of issue \$500,000; present amount outstanding, \$355,000. Bonds of par value of \$25,000 are drawn by lot for retirement each year. By giving six months' previous notice to the trustee, the Company may, at its option, pay off and discharge all outstanding bonds - - \$ 355,000

** On the Montreal Works :*

Locomotive and Machine Company of Montreal, Limited, first mortgage four per cent. gold bonds. Issued March 31, 1904; will mature March 1, 1924. Interest payable March 1 and September 1, at the Royal Trust Company, of Montreal, Canada. - - \$1,500,000





RECEIVED
JUN 25
A55
8-11

AMERICAN LOCOMOTIVE COMPANY

**Report for the
Fiscal Year Ending
June 30, 1911**



TENTH ANNUAL REPORT

**AMERICAN
LOCOMOTIVE
COMPANY**

JUNE 30, 1911

Transportation
Library

TJ

625

.A55

1910/11

J. C. & W. E. Powers Print
65-67 Duane Street
New York

Directors

WILLIAM M. BARNUM	New York
LEWIS L. CLARKE	New York
CHARLES A. COFFIN	New York
PLINY FISK	New York
JOHN W. GRIGGS	Paterson, New Jersey
JAMES McNAUGHTON	New York
WALDO H. MARSHALL	New York
CHARLES MILLER	Franklin, Pennsylvania
GEORGE R. SHELDON	New York
FREDERICK H. STEVENS	Buffalo, New York

Officers

WALDO H. MARSHALL	<i>President</i>
LEIGH BEST	<i>Vice-President</i>
HERMAN F. BALL	<i>Vice-President</i>
JAMES McNAUGHTON	<i>Vice-President</i>
CHARLES B. DENNY	<i>Secretary and Treasurer</i>
JOSEPH DAVIS	<i>Comptroller</i>
J. O. HOBBY, JR.	<i>Asst. Secretary and Asst. Treasurer</i>

General Counsel

SIMPSON, THACHER and BARTLETT
New York

General Offices of the Company

30 Church Street, New York

Automobile Department

Sales Rooms and Offices—1886 Broadway, New York

Transfer Agents

Harvey Fisk & Sons, 62 Cedar Street, New York

Registrar of Stock

The Standard Trust Company of New York
25 Broad Street

Location of Plants

Schenectady Works	Schenectady, New York
Brooks Works	Dunkirk, New York
Richmond Works	Richmond, Virginia
Pittsburgh Works	Pittsburgh, Pennsylvania
Rogers Works	Paterson, New Jersey
Cooke Works	Paterson, New Jersey
Manchester Works	Manchester, New Hampshire
Montreal Works	Montreal, Canada
Automobile Works	Providence, Rhode Island

Summary of Operations

Of the American Locomotive Company and the Montreal Locomotive Works, Limited

For the fiscal year ended June 30, 1911, as compared with the fiscal year ended June 30, 1910

	<u>1910-11</u>	<u>1909-10</u>	<u>Increases</u>
Gross earnings - - - - -	\$40,649,385.08	\$32,203,392.10	\$8,445,992.98
Manufacturing, maintenance, and administrative expenses and depreciation -	36,526,514.79	29,605,443.09	6,921,071.70
Net earnings - - - - -	4,122,870.29	2,597,949.01	1,524,921.28
Interest, etc., on bonds of constituent companies, coupon notes, etc. -	557,308.53	513,190.69	44,117.84
Profit - - - - -	3,565,561.76	2,084,758.32	1,480,803.44
Dividends on preferred stock at 7 per cent.	1,750,000.00	1,750,000.00	
Surplus - - - - -	1,815,561.76	334,758.32	1,480,803.44
Extraordinary additions and betterment fund	300,000.00		300,000.00
Net credit to profit and loss - - -	1,515,561.76	334,758.32	1,180,803.44

AMERICAN LOCOMOTIVE COMPANY

To the Stockholders :

The Board of Directors submits the tenth annual report of the business of the company, for the fiscal year ending June 30, 1911. A summary of the financial results of the year's operations will be found on the opposite page.

The gross earnings for the year, \$40,649,385, were \$8,445,993 greater than the preceding year and over twice as large as the year 1908-9. The surplus, after a charge for depreciation on all classes of property of \$1,056,417 and the payment of the preferred dividend, was \$1,815,561, as compared with \$334,758 in the preceding year.

Although the volume of gross earnings for the year is gratifying in comparison with the preceding year, the plants are still contending with the economic difficulties of fluctuating activities which have prevailed in varying degrees since the depression of 1907. Production varied during the year from a maximum of 80% of the capacity of the plants to a minimum of 38%.

At the beginning of the year there were unfilled orders on the books of \$17,550,000, nearly one-half of the gross earnings for the year, and on July 1, 1911, the amount was \$6,015,000. In only one month during the year did the receipt of orders represent work for more than one-half of the company's capacity, and it was evident early in the winter that retrenchment was necessary to meet the falling off in business which overtook the plants during the last half of the year. Several of the smaller plants were therefore closed and the orders confined to the larger plants, with a resultant economy in the cost of plant operations as a whole.

Reference was made in a preceding report to extensive improvements at the larger plants which are located at Schenectady, Dunkirk, Pittsburgh and Richmond. These improvements have been practically completed, the capacity of the company being now twice as great as it was at the time of its formation in 1901, and capable of producing about \$60,000,000 of business.

It will be noted on the subjoined balance sheet that the amount of "Contract work in course of construction," \$740,549.91, is greatly reduced as compared with last year, which is due to the falling off in business hereinbefore referred to.

It will be noted that the name of the Dickson Works at Scranton, Pa., has been omitted from the list of plants operated by the company. During the year this plant was closed and dismantled, a contract entered into for the sale of the real estate, and arrangements made to retire during the ensuing year the bonds outstanding against that property, amounting to \$562,500.

On December 2, 1910, the company suffered a severe loss in the death of Mr. Julius E. French, who had been a Director since its organization. On page 15 will be found a minute spread upon the records of the company shortly after his death.

For the Directors,

W. H. MARSHALL, President.

August 1, 1911.

*** Condensed General Balance Sheet**

June 30, 1911

Cost of property \$52,982,737

Securities owned

Richmond Locomotive and Machine Works Consolidated Mortgage gold bonds	\$118,000.00	
Sundry securities	663,757.12	
		781,757

Convertible assets

Cash	\$ 2,865,850.97	
Accounts collectible	6,860,437.23	
Bills receivable	993,342.95	
Accrued interest	4,744.14	
Material and supplies	5,282,728.50	
Contract work in course of construction	740,549.91	
Steam shovels, contractors' locomotives and automobiles manufactured for stock	925,360.20	
		17,673,015

<i>Notes discounted (per contra)</i>	2,143,552	
		\$73,581,062

*Prepared solely for the purpose of information, to show the combined assets and liabilities of the American Locomotive Company and the Montreal Locomotive Works, Ltd.

Condensed General Balance Sheet

June 30, 1911

Capital stock

Preferred	\$25,000,000.00	
Common	25,000,000.00	
		<u>\$50,000,000.00</u>

Bonded debt of constituent companies (For details see pages 13 and 14)

Richmond Locomotive Works	\$ 550,000.00	
Dickson Manufacturing Company	562,500.00	
Rogers Locomotive Works	280,000.00	
Montreal Locomotive Works	1,500,000.00	
		<u>2,892,500.00</u>

Current Liabilities

Gold coupon notes	\$ 6,000,000.00	
Accounts payable	1,852,068.65	
Accrued interest	110,270.82	
Unclaimed interest	1,025.00	
Dividends on preferred stock payable July 21, 1911	437,500.00	
		<u>8,400,864.47</u>

Endorsements (per contra)

2,143,554.46

Extraordinary additions and betterment fund

587,472.88

Profit and loss

Balance June 30, 1910	\$8,041,109.41	
Add profit as shown in summary of opera- tions page 6	1,515,561.76	
		<u>9,556,671.17</u>
		<u>\$73,581,062.98</u>

Capitalization

Capital stock authorized and outstanding

Preferred : 250,000 shares @ \$100 each	-	\$25,000,000
Common : 250,000 shares @ \$100 each	-	25,000,000
		<hr/>
Total, par value	- - .	\$50,000,000

Bonded debt

The American Locomotive Company has no funded debt, and under the terms of the articles of incorporation, is prohibited from mortgaging its property, except by purchase money mortgage, without the assent of the holders of two-thirds in value of the preferred stock.

All of the property controlled by this company is unincumbered, excepting in four instances, which are described in the following pages :

On the Richmond Works:

* Richmond Locomotive and Machine Works Consolidated mortgage gold bonds. Issued April 1, 1889; will mature April 1, 1929. Interest, six per cent., payable April 1 and October 1, at 30 Church St., New York. - \$550,000

On the Dickson Works:

Dickson Manufacturing Company first mortgage bonds. Issued November 1, 1897; will mature November 1, 1927. Interest at five per cent., payable May 1 and November 1, at 30 Church St., New York. Original amount outstanding, \$1,000,000; retired previous to the assumption of the debt by the American Locomotive Company, \$437,500; balance outstanding. - - - - - \$562,500

*Richmond Locomotive and Machine Works Consolidated mortgage gold bonds of the par value of \$118,000 are owned by the American Locomotive Company and held in its treasury among other assets.

On the Rogers Works:

Rogers Locomotive Works first mortgage five per cent. gold bonds. Issued May 14, 1901; will mature May 14, 1921. Interest payable May 14 and November 14, at 30 Church St., New York. Original amount of Issue, \$500,000; present amount outstanding, \$280,000. Bonds of par value of \$25,000 are drawn by lot for retirement each year. By giving six months' previous notice to the trustee, the company may, at its option, pay off and discharge all outstanding bonds. - - - - - \$ 280,000

On the Montreal Works:

Locomotive and Machine Company of Montreal, Limited, first mortgage four per cent. gold bonds. Issued March 31, 1904; will mature March 1, 1924. Interest payable March 1 and September 1, at the Royal Trust Company, of Montreal, Canada. - - \$1,500,000

